



Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1911.
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Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,652. 號二十五百六千六萬壹第 日七十月七年三統宣 HONGKONG, SATURDAY, SEPTEMBER 9TH, 1911. 大拜禮 號九月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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GRAND
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PRICE \$530.
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OR
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LIMITED.
[a30-4]

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INSURANCE CO., LD.
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A strong British Corporation Registered
under Hongkong Ordinances and under Life
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Insurance in Force ... \$3,571,465.00
Assets ... \$972,930.00
Income for Year ... \$362,071.00
Total Security to Policyholders \$320,050.00
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ton, Macao, and the
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Alexandra Building.
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Advisory Board: Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
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[a1351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN TOMES & CO.,
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Hongkong, 29th April, 1908. [a798]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.
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1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
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NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
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NIGHT CARS as on Week Days.
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
and Bond Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June, 1911. 543

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.
MANUFACTURERS OF
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SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
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Hongkong, 12th April, 1911. [a591]

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AND ENGINE WORKS.
All A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contralto Condensers, Stone's Manganese, Bronze,
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AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI
Length on Keel-Blocks Breadth at Entrance Depth of Water
No. 1 ... 510 ft. ... 77 ft. ... 26 ft.
No. 2 ... 350 ft. ... 53 ft. ... 24 ft.
No. 3 ... 714 ft. ... 88 ft. ... 34 ft.
1 Patent Ship capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUKA-MARU," 715 tons and 12 knots speed, is always
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Lifting Power No. 1. 7,000 Tons. No. 2. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearleg, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a761]

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HOMEWARD PASSENGER SEASON 1912.
S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.E.
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT. WILL LEAVE HONGKONG ON MARCH 16TH, 1912,
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 13TH.
LONDON - - - - - APRIL 20TH.
The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.
FARES TO LONDON—
1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "
For Further Particulars, apply to
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SUPERINTENDENT
[a1665]

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HAVE JUST RECEIVED A CHARMING VARIETY
OF
SILKY CASEMENT CLOTHS
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THE NEWEST MATERIALS
FOR
DRAPING WINDOWS, PORTIERES, MANTELS,
FOR THE AUTUMN SEASON.
Prices Very Reasonable.
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DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.
No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 431 ft.
Every description of repair work is undertaken. A large assortment of material
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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[a713]

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PILSENER BEER.
The Leading Beer in the Far East.
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[9a]

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BILLIARD TABLE MAKERS,
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UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra
heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible
Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth,
and patent adjusting toes, with lever for levelling, complete with the following accessories:—
12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
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1 Long Butt.
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1 Best Billiard Brush.
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1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.
Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1400 net.
Illustrated price lists giving prices and particulars of everything pertaining to billiards
can be had on application from the Offices of this paper. [1134-1]

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WEST RIVER
STEAMERS.
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
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The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the
Excursion Steamer returning from Macao at 5 P.M.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
[a1443] Hotel Mansions, Opposite Hongkong Hotel.

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FINEST HOTEL IN THE FAR EAST
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be completed.
A la Carte Restaurant and Grill Room
Open 1st October.
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A HIGH CLASS HOTEL
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a967]

GRAND HOTEL
QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
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ENTIRELY UNDER EUROPEAN MANAGEMENT
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for 14th and
Dinner. Special Rates for married families or
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FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero).
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

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PRIVATE HOTEL.
STANDING in its own grounds with Tennis,
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. YATES,
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Hongkong, 4th December, 1907. [a52]

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SHAMEN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION
MACAO HOTEL
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SITUATED IN THE CENTRE OF PRATA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a10841]

BIJOU SCENIC
THEATRE.
FLOWER STREET.
9.15 P.M. Every Evening 9.15 P.M.
CINEMATOGRAPH VAUDEVILLE.
MISS VERA FERRACE,
MISS VERA FERRACE,
and
THE LATEST MOVING PICTURES
7.15 P.M. Pictures only 7.15 P.M.
Electric Fans Throughout Theatre.
Lessee and Manager: R. H. STEPHENSON.
Hongkong, 8th September, 1911. [1092]

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WINE & SPIRIT MERCHANTS.

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VERY OLD LIQUEUR

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BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Editor. P.O. Box, 44. Telephone No. 12.

MARRIAGE.

On September 2nd, at Shanghai, VICTOR CHARLES NEWSAM MORGAN to HILDA GERTRUDE FETHERSTONHAUGH.

HONGKONG OFFICE: 10A, DES VUEX ROAD O LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 9th, 1911.

BECAUSE there were no deaths caused by the collapse of a staircase in a Chinese tea-house near the Western market a few days ago there will be no public inquiry we suppose and no one will suffer but the unfortunate people whose business has been temporarily interrupted by this untoward disaster. Similar disasters have happened on many previous occasions in the Colony, and they are likely to happen again unless the supervision over Chinese buildings is much more strict than is apparently the case at the present time; and in the interests of public safety it seems advisable that a public inquiry should be held into every case of the kind that occurs, whether loss of life has resulted or not. This case of the tea-house is a striking illustration of its need. It is one of the ordinary four-storied Chinese buildings, recently converted into a tea-house. The proprietor, who had just removed his business from another address, had invited a large number of his patrons to a house-warming, the jamboree lasting throughout the night. It was about six o'clock in the morning, when the guests—who are stated to have numbered between 200 and 300—were leaving that the stairway collapsed, carrying with it a considerable portion of the second floor. A few people were injured and had to be taken to hospital

but, as we have said, there were no deaths and consequently there will be no inquiry. by a magistrate into the cause of the disaster. Before the reorganisation of the Sanitary Department, such a matter as this might

The Board, but now that the Building Authority has supreme control over building plans, the only means the public have of obtaining information on matters of grave public interest in this connection is by means of question and answer in the Legislative Council. We have been accustomed to hear that at least where European architects have been concerned, the Building Authority has been, rightly or wrongly, very exacting in his requirements, and that being so, it might have been concluded that in cases where buildings were erected without adequate foreign supervision he would be even more particular to see that the work had been efficiently done before granting the necessary permit for occupation. The chief value of a public inquiry into this tea-house case would be in ascertaining how a permit came to be granted for premises built as these were to be used as a place of public resort. One would suppose that every care would be taken to make sure that not only the staircase, but the upper floors also, were such as would be able to stand all the strain likely to be put upon them in a house where considerable numbers of people may be expected to frequently congregate. No one who has inspected the damage can be at a loss to account for the disaster. The whole internal construction of the building is weak—staircase, corridors and even the floors, for these rest upon beams which pass, not more than three inches into the walls on either side, so that when the staircase collapsed under the weight of the people using it, some beams snapped, and a portion of the flooring collapsed also, because the beams had insufficient hold in the walls to withstand the strain. There certainly is a case here for a public enquiry of some kind because the disaster suggests inadequate supervision of the structural alterations made to the premises, and a too casual investigation of the stability of the building before it was allowed to be occupied for the purposes of a tea house. If this is so in one case, may it not be so in many others

It seems quite certain, says the *Wanchin Echo*, that a race meeting at the port is assured for December.

The rainfall during the month of August at Foochow was 10.73 inches, which is described as "quite exceptional."

The French Asiatic Squadron, which has been staying at Otara for some time, was expected to weigh anchor a week ago for the South Pacific.

A Chinese was yesterday sentenced to three months' imprisonment for being a member of the Triad Society and one month for larceny.

A Chinese actress from one of the theatres in Hongkong reports to the police that she has lost a portion of her clothing while coming to the Colony from Canton.

A Chinese was placed before Mr. Hazell at the Magistrate's yesterday charged with snatching a silver watch from a boy in Bonham Street. He was remanded.

Three shopkeepers were yesterday brought before Mr. Wood at the Magistrate's charged with causing obstructions in Des Vaux Road and were fined, two \$5 each and one \$3.

It will be seen from our advertisement columns that in consequence of the recent death of Mr. Dorabjee, the King Edward Hotel is being offered for sale by private treaty.

The engagements of the Bishop of Victoria to-morrow are:—8 a.m., Holy Communion, Peak Church. 11 a.m., Church Parade, Lyman Barrack. 6.30 p.m., Evening Prayer, Peak Church.

We understand that the Mr. B. J. Barlow whose tragic end at a Kuala Lumpur dentist's we reported yesterday, is well known in Hongkong where he was in business a few years ago as an engineer.

The action brought by Lai Chi Chin against Tang Wong Shi to recover \$70,000 for wrongful arrest and false imprisonment was adjourned in Chambers before Mr. Justice Gompertz, Paine Judge, yesterday. There, after argument, his Lordship decided that both parties should move for judgment on the 15th instant.

A Chinese lark who was clearing a congested part of the thoroughfare in Bonham Street on Thursday roused the resentment of some of the crowd, who proceeded to throw stones at him. One of the stone throwers was arrested by a detective, and on being brought before the Magistrate yesterday was sentenced to two months' hard labour.

The Report of the General Committee of the Hongkong General Chamber of Commerce for the year 1910, which has just been issued in book form, constitutes a record in bulk, for its pages number 395. With this Report is incorporated the brief history of the Chamber from its inception, 29th May, 1851, to date, compiled by the Chairman, and the report of the Jubilee Dinner held on the 3rd April last.

At the Marine Magistrate's Court yesterday Commander C. W. Beckwith, R.N., fined two Chinese boatmen \$25 each, or one month's imprisonment, for making fast to the s.s. *Groenewijk* while that vessel was under way.

The loyal address of the Hongkong and Straits-born Chinese community in Bangkok, presented on the occasion of the coronation of King George's coronation, has now been engraved on silver. The address is handsomely framed in gold, the ornamentation being of Siamese workmanship. It is to be handed over to H. B. M.'s Charge d'Affaires with a request that it be forwarded to His Majesty King George.

The foreign community at Karuizawa has presented a purse containing over ¥2,000 to Mrs. Hall, the young widow of Mr. John Hall, who died as the result of injuries received during the recent violent eruption of Mount Asama. As the *Japan Chronicle* remarks, this presentation to the bereaved lady, who is left with four children, one only six weeks old, is a very practical demonstration of sympathy which does credit to the benevolent feelings of the little Karuizawa community.

Fire broke out yesterday morning in a soy factory near Bolcher Street just under the battery bearing that name. Apparently it originated from boiling operations, and two houses were destroyed before the flames were got under, while a portion of the adjoining building was unroofed in order to prevent the flames spreading. The alcohol in the soy took fire, and as the liquid ran over the place it constituted a danger to the firemen. Fortunately no loss of life took place, and the damage is roughly estimated at \$1,000.

The water return dated 1st September shows that the consumption of water in the City and Hill district during the month of August was 165,955,000 gallons for an estimated population of 222,460, which is 25.2 gallons per head per day. In Kowloon an estimated population of 98,100 consumed 23,650,000 gallons, which represents 9.4 gallons per head per day. The storage in the Hongkong reservoirs on August 21st totalled 737,391,000 gallons, as against 696,836,000 on the same date last year. At the Kowloon reservoir the storage was 352,500,000, as against 160,108,000 last year.

When the safe at the Banque de l'Indo-Chine, Hankow, was opened recently it was discovered that thieves had been in during the night and had broken open the door of the safe. The paper and currency were found in utter disorder, and a count revealed that about Tk. 1,000 in French gold and French notes was missing. The thieves—who have not been discovered—picked the safe's combination lock. With the safe open, there was a large treasure—amounting to millions of taels—within the robbers' reach, but for some reason they contented themselves with a paltry thousand, says the *Central China Post*.

An important capture was made by Chief Excise Officer Hoggard and a party of excise officers on Thursday night at the servants' quarters of 106, Gough Hill Road. Not only was a considerable quantity of opium discovered, but all the paraphernalia for boiling opium was found in the house. The defendant, a house coolie, made a desperate attempt to escape. He tried to jump through a glass window, but was caught by an excise officer, otherwise he would have dropped about 30 feet and would in all probability have been killed. After being treated at the hospital for injuries to his arm received in his abortive attempt to jump through the window, he was brought before Mr. Wood at the Magistrate's yesterday and remanded.

LAWN-BOWLES CHAMPIONSHIP.

The semi-final between J. Macdonald and G. K. Haxton, both of Kowloon, in the open championship of the Colony, ended in victory for the former by 21 to 14.

The semi-final between G. R. Edwards of Kowloon and A. Hamilton of Taikoo was played last night on the Police Green and resulted in a win for the Kowloon representative.

THE "EMPRESS OF CHINA."

The *Japan Gazette* of the 24th ult. published the following: "We learn that the salvage work on the C. P. R. *Empress of China* at Shihama is progressing satisfactorily, and the divers are busily engaged in patching up the vessel. During the high tides of the next few days an attempt will probably be made to refloat the ship."

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Tango Maru* (European Line) left Shanghai for this port on the 8th inst. and is expected here on the 11th inst.

The N.Y.K. str. *Bango Maru* (Bombay Line) left Singapore for this port on the 6th inst. and is expected here on the 12th inst.

The N.Y.K. str. *Mitsushima Maru* (European Line) left Singapore for this port on the 7th inst. and is expected here on the 13th inst.

The N.Y.K. str. *Kawaguchi Maru* (Australian Line) left Sydney for this port via ports on the 6th inst. and is expected here on the 25th inst.

The T.K.K. str. *Kiya Maru*, which sailed home on the 22nd ult., left Yokohama on the 7th inst. for Pervian and Chilean ports via Honolulu and Mexico.

The Ben Line str. *Donalder* left Singapore on the 7th inst. for this port.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINA'S RAILWAY POLICY.

ARRESTING AGITATORS.

PEKING, September 8th.

The Viceroy of Szechuan, in which province there is considerable agitation against the railway policy of the Government, has begun making arrests of ringleaders as directed from Peking. The situation otherwise is unchanged.

[FROM THE "CHUNG NGOL SAN PO."]

HONGKONG UNIVERSITY.

SHANGHAI, 8th September.

Mr. Chan Kang Yu, compradore, to Douglas Laprak and Co., who has come here to raise subscriptions on behalf of the Hongkong University, called a meeting at the Canton Club, at which Mr. Wu Ting Fang and Mr. Tam Kon San each subscribed \$10,000.

[THROUGH REUTER'S AGENCY.]

RUSSIAN RAILWAYS IN THE NORTH.

LONDON, September 8th.

Reuter's correspondent at St Petersburg, telegraphs that the Tsar has sanctioned the ministerial decision fixing the value of the railway from Port Arthur to Kwangchengze with equipment, as mentioned in the Portsmouth Treaty, at 80,908,600 roubles.

[The Treaty provides that this line and all its branches, properties, privileges and rights shall be transferred to Japan without compensation.—Ed.]

ANGLICAN CHURCH APPOINTMENT.

LONDON, September 8th.

The Right Reverend F. E. Ridgeway, Bishop of Kensington, has been appointed Bishop of Salisbury.

LONDON CORPORATION VISITING VIENNA.

LONDON, September 8th.

The Lord Mayor of London and the members of the Corporation leave to-day on a visit to Vienna, where elaborate preparations are being made for their reception. The streets are decorated with flags and the honour shown is regarded as unprecedented.

CANADIAN RECIPROCITY.

MR. KIPLING'S VIEWS.

LONDON, September 8th.

The *Montreal Star* has received a cablegram from Mr. Rudyard Kipling in which he declares that he does not know how nine millions of people can enter into such reciprocity with ninety millions strangers and preserve their nationality. Reciprocity offered little ready money and a long repentance was generally expected.

FREIGHTS INCREASED.

LONDON, September 8th.

The Liverpool Transatlantic shipowners have resolved to increase freights by ten per cent. next week. This step is due to the loss sustained by the delays caused by the strike.

LATER.

The London shipowners will also raise the rate of freights.

THE DEATH OF MISS THURSTON.

LONDON, September 8th.

At an inquest on the body of Katherine Thurston, the well-known authoress, who was found dead in bed in a hotel in Cork, it was found that death was due to natural causes.

THE CHIEF RABBI SHIP.

LONDON, September 8th.

Owing to the difficulty of finding a successor for Dr. Adler, a resolution will be moved in the Council of the United Synagogue to abolish the office of Chief Rabbi. The *Jewish Chronicle*, however, urges the appointment of a successor at the earliest opportunity.

[THROUGH REUTER'S AGENCY.]

THEIR MAJESTIES AT BRAEMAR.

LONDON, September 8th.

Their Majesties the King and Queen attended the Highland sports at Braemar, and were accorded an enthusiastic reception.

HEAT WAVE IN BRITAIN.

LONDON, September 8th.

The heat wave, which has practically not broken since June, continues unabated in Great Britain. The thermometer reached 90 degrees in the shade in London yesterday.

FRANCE AND GERMANY.

LONDON, September 8th.

A conference took place last night between Herr von Kiderlen-Waechter, German Minister for Foreign Affairs, and Dr. Bethmann-Hollweg, the German Chancellor, which was followed by another to-day. It is understood that Germany's reply to France has been drafted.

Herr von Kiderlen-Waechter meets M. Jules Cambon to-night.

LATER.

A Berlin message states that M. Cambon visited the Foreign Office this evening and received the German reply.

The *Daily Graphic* says that Germany requires nearly half of French Congo and half of French Ubangi.

WAR RISKS.

LONDON, September 8th.

War risks yesterday reached 12 per cent. the rise being due to increased business.

DEAR FOOD RIOTS IN EUROPE.

LONDON, September 8th.

A dear food demonstration at Charleroi (Belgium), which was attended by 20,000 people, resulted in a riot.

The police and gendarmes charged the mob, and fifteen arrests were made.

A message from Paris states that with a view to remedying the dear food situation in France the Cabinet has agreed to proposals permitting of communes participating in butchers' and bakers' co-operative societies.

It has also agreed to a scheme for cheap housing, and decided on various economic measures, including the revision of the prohibition on the importation of foreign cattle.

BRITISH TRADE JRN.

LONDON, September 8th.

Decreases in imports amounting to £1,413,314 and in exports to £2,556,183 took place last month. They are attributed to the strike.

The decreases in imports are mainly in raw manufacturing materials, the decrease in cotton being £537,245. The decreases in exports are principally ships, electrical goods, and wool manufactures. On the other hand, the imports of food, drink and tobacco show a big increase, also the exports of cotton manufactures.

AVIATION FATALITIES.

LONDON, September 8th.

The aviator Sengo fell at Karlsruhe and fractured his skull.

An aeroplane in which Lieut. Neumann accompanied the aviator Le Conte as passenger, while proceeding from Muelhausen to Strauburg fell a distance of 60 feet. Both men were killed. An eye-witness stated that the accident was due to an explosion of the motor.

THE TUEF.

LONDON, September 8th.

Betting on the St. Leger is 13 to 8 against King William, 3 to 1 against Lyeon, and 4 to 1 against Prince Palatino.

THE CHANNEL SWIM.

LONDON, September 8th.

Burgess undertook a long swim 44-day, and appeared to be unaffected by his Channel swim, except that his eyes were weak.

STRIKE IN IRELAND.

LONDON, September 8th.

Rioting took place at Wexford in connection with an engineering strike. One hundred and fifty police are being dispatched from Dublin.

THE IMPORT OF OPIUM INTO CHINA.

PROVINCIAL RESTRICTIONS.

Peking, Aug. 25.

Opium questions have again been to the fore this week. It is understood that the irregular taxes imposed by the Viceroy at Canton have now been withdrawn and that satisfactory assurances have been forthcoming that they shall not be reimposed in the future. This being the case, Great Britain will probably accede to China's request for the exclusion of Indian opium from Szechuan, Shensi, and the Manchurian Provinces, as soon as the officials concerned have reported to the Throne in a memorial that cultivation of the poppy in these provinces has entirely ceased, and that it will never be revived. A receipt or edict approving of the memorial will be the last step before Britain's formal consent is given.

As I have pointed out before, the exclusion of opium from these five provinces is really only a technical matter, as they have never been large importers of Indian opium. Agitations are now afoot in Chihli and Fokien for these provinces to be included in the list to which Indian opium may not be imported, and doubtless as soon as the authorities have convinced themselves that poppy cultivation has been entirely suppressed, a formal application will be made to the British Legation.

STOCKS AT HONGKONG.

It has leaked out that negotiations are also in progress in regard to Persian and Turkish opium stocks at Hongkong. Your readers may remember that China recently notified the Powers that it intended to prohibit the importation of Turkish and Indian opium altogether from January 1 next. It now appears that considerable stocks of Persian opium are held by British merchants at Hongkong. In 1908 a Customs circular was issued by Sir Robert Dreton, notifying that the import of Turkish and Persian opium would be reduced *par passu* with Indian opium, and that a reduction of one-ninth of the annual import, or 125 piculs, would be made annually. For some reason, in 1910 the importation of these varieties of the drug was not up to the authorized amount. The Chinese Government claims that no matter what the nationality of the importers, as it has no treaty obligations either to Turkey or Persia, it is entitled to stop the importation of opium from these countries without any notice, and that by extending the time to January 1, of its own initiative, it allowed a reasonable period of grace.

THE BRITISH ATTITUDE.

What the attitude of the British Legation will be I do not know, but I do not imagine that much sympathy will be felt by the firms concerned. The Chinese Government suggests as a way out of the difficulty that the Hongkong stocks should be admitted, but that the amount should be deducted from the annual imports of the Indian drug. So long as China strictly complies with her treaty obligations public feeling at home will not favour the exercise of pressure by the British Government in favour of the few British merchants who continue to be interested in the opium traffic.—*N.C. Daily News*.

DEATH OF DR. S. L. GRACEY.

News has just come to hand of the death in the United States of an old and highly respected China resident in the person of Dr. Samuel L. Gracey, for many years American Consul-General at Foochow. The deceased, who was 76 years of age, had been ailing for some months, and about three months ago he proceeded home to America in company with his son Wilbur, and his death will be heard of with great regret. The deceased was extremely well liked for his kindly ways and courteous manner, and especially in Foochow his friends were legion. The deceased was born in Philadelphia on the 8th September, 1835. He was educated at the Boston University and at Philadelphia. He was ordained a minister of the M. E. Ministry in 1858. When the Civil War broke out he enlisted as a private in the 15th Penn. Regiment and later on was appointed Chaplain of the 6th Penn. Cavalry in the Army of the Potomac. At the close of the war he was pastor in various churches in different parts of Massachusetts, and in 1890 he was appointed Consul to Foochow, previous to this appointment having been in the Massachusetts legislature. His first consular term was from 1890 to 1893. He was then home and in 1897 he was again sent to his death, which position he retained up to his death. He was a member of the Grand Army of the Republic, and in 1900 he received the order of the Double Dragon from the Chinese Government for services during the Boxer rising.—*Shanghai Mercury*.

"CORNER" IN BOXERS.

A BIG SCHEME FOR AUSTRALIA OUTLINED.

A London weekly paper announces that it is the intention of Mr. Hugh D. McIntosh to stage a number of important boxing matches during the forthcoming season at the famous Stadium at Sydney, originally built for the world's championship bout between Tommy Burns and Jack Johnson, and that this object in view, he has "cornered" some of the world's best boxing talent. First and foremost is Jack Johnson, the world's champion, whilst others under contract are Sam McVea, Sam Langford, Tommy Burns, Al Kaufmann, "Porky" Flynn, Jim Flynn, Bill Lang, Jack Lester, several Australian heavyweights, Bandman Rice, Dave Smith, Marcel Moreau, Paul Tru, De Pontthien, Jimmy Clabby, and Jack Dillon. (The American middleweight) Langford, "Porky" Flynn, Jim Flynn, Kaufmann, Dillon, and Clabby were to sail from Vancouver, B.C. on August 6 and 13. The French contingent are expected to catch an early boat at Marseilles. Mr. McIntosh has not yet definitely arranged his plans, but so far his programme for the heavyweights calls for contests in the following order—Burns v. Lester, Jim Flynn v. Kaufmann, Burns v. "Porky" Flynn, Langford v. McVea, winner of the first against winner of the third, winner of the second against winner of the fourth. Johnson will meet the best of the white lot first on Boxing Day this year, and the winner of the Langford-McVea contest will receive from Mr. McIntosh £18,000, with many other financial inducements. One feature of this trip will be a lecture tour en route, which will take in every country of the East, China, Japan, and India included. Johnson will leave England in October.

THE ILOILO FIRE.

It is now roughly estimated that the loss due to fire at Iloilo on September 2nd is greatly in excess of the first estimate of P500,000. It is believed that the damage amounts to nearly P2,000,000. As far as can be learned at present the insurance payment will be about P400,000.

THE POPULATION QUESTION
AND JAPAN'S FUTURE

The *Japan Chronicle* publishes a very interesting leading article on this subject which throws new light on a much-discussed subject. Our contemporary writes:

If the present situation is regarded from all points the population question in Japan is a much more serious one than may appear if regard be had only to the mere statistics of population themselves. An esteemed correspondent, who does not wholly agree with views on this subject previously expressed in our editorial columns, points out that reassurance is not seldom found in the assertion that the annual rate of increase in this Empire is not so great as it is in Germany.

But, he says, the economic condition of Germany and the economic condition of Japan are very different for one thing, and a ratio of increase which might be little ground for anxiety in Germany is a matter of grave concern in such a poverty-stricken country as this is. Neither Germany nor Japan lives by its foreign trade; but the foreign trade is often a rough index of the abundance or scarcity of the material resources available for the support of an increasing population. Now, the foreign trade of Germany is about eight or nine times as great as that of Japan. And there is not such a very great discrepancy in the population of the two empires after all. In 1905 that of Germany was returned at 66,641,000, while Japan was then supposed to have 47,675,000 inhabitants. In that year there were 2,048,000 births in Germany. At the same ratio there ought consequently to have been 1,570,000 births in Japan. There were actually as many as 1,599,000 according to the returns. Nor is this all. In the German statistics the still-births were included; in the Japanese they were not. And of the total births in Japan in 1905, as many as 8.89 per cent. were still-births. In Germany out of the total of 2,048,000 births there were no more than 61,300 still-births; that is, only about 3 per cent. Still, look at the figures for 1907. Out of the 2,061,000 births in Germany in that year there were 61,000 still-births. The Japanese figures for that year were 1,621,975 births and, in addition, 158,814 still-births. That is, the total births in that year in Japan amounted to 1,780,789. If the ratio had been the same in Japan as in Germany the number would have been no more than 1,565,000 or so. In this matter of still-births, our correspondent remarks, there is much to be learned. Why the still-births in this Empire should be two-and-a-half times as numerous as they are in the Fatherland with a considerably larger total of births is a matter that might be worth serious investigation. Then, take the mortality bills of the two countries. In 1905 the total of the 61,300 still-births were included. In Japan it was 1,045,000, in which the still-births were not included. If they were included they would raise the total deaths for that year in Japan to some 1,200,000. Now, if the ratio was the same in Germany, the Japanese mortality bill for 1905 should not have exceeded 970,000. And we must remember that in 1905 the deaths in Germany were unusually numerous. In 1906 there were only 1,174,000; in 1907, 1,178,000; and in 1901, 1,197,000. On the face of it, it would seem that in the matter of population there is a terrible wastage going on in this Empire. And yet, in spite of this, the population of Japan is increasing in about the same ratio as that of Germany. Between 1900 and 1905 the annual rate per cent. in Germany was 1.45. Now in 1903 this was exceeded in Japan, when it was returned at 1.54, and again in 1903, when it was given at 1.58. Naturally in 1904-1905, the war-years, and in 1906, the year following the conclusion of peace, the ratio would be much less, but even so, it was 1.03, 0.96, and 1.01 respectively.

The correspondent to whom we are indebted for the above remarks does not, it will be seen, take into account the tendency to diminution in the rate of increase brought about by the rise in the cost of living and the pressure of taxation, and an improvement in the standard of comfort. That is a matter for the future. At present the truth would seem to be that the Japanese population is pressing hard upon the limits of subsistence, and that these limits could be expanded and the pressure of taxation removed if the natural increase of population here would actually be greater than it is in Germany. And how the limits of subsistence are to be expanded seriously so as to meet the exigencies of the situation is a problem not easy of solution. We have already pointed out that it might be feasible to bring much land that is now waste under mulberry culture and so expand the annual value of the silk-trade from 150 or 160 million yen to some 800 million yen. But to effect that much would need time and capital; and Japan's capitalists are not prone to invest money in undertakings which, even if they yield immediate returns, are very substantial ones at that, too. But even supposing that much to be done, it would be by no means of means prove a final solution for the population question.

Let us look at the thing from another standpoint. Mr. C. V. Sale has pointed out that the agricultural products of the United Kingdom are worth 40 per cent. more than those of Japan, and that they are produced with a fifth of the labourers employed in this country. The size of the holdings permits of the use of horses and still more of the most up-to-date and efficient agricultural machinery. Now, as things stand at present, this is virtually impossible in Japan. But to suppose it were not only possible, but actually realised—what would the result be? Let us suppose furthermore that, as a result of this, the annual agricultural product was expanded by some 10 per cent.—to the same value as that of the United Kingdom. It would mean that only one-fifth of the labourers at present employed would then be necessary. In other words, four-fifths, or 80 per cent., of the present huge farming population would be displaced and would have to find some other means of livelihood. Now, where is this to be found? In manufacturing industry? For one thing, this would mean that it would be even more necessary for Japan to have a world market for her manufactured products than it has been, and is, for Great Britain. The most promising field for commercial exploitation would be the neighbouring Chinese Empire apparently. But here there is an international competition to be faced. Great Britain, Germany, the United States, and even India are already in the field. Besides, indications are not lacking that before long Japan's greatest market, will be Japan's greatest competitor. Take cotton-spinning, for example. The

Japanese had attained a considerable measure of development in this before the Chinese overtook them. At present there are close on a million spindles at work in China, a good deal more than half the number running in Japan, and in a few years the Chinese output of yarn bids fair to exceed that of Japan. Then in the manufacture of matches, China is or will soon be self-sufficient. Furthermore, there is scarcely a product of which China will not be the competitor of Japan—whether it be silk or tea, coal, or iron, or copper, or even. In view of this, and of other equally important factors to which we have not space here to allude, the prospects of an extraordinary development of Japanese manufacturing industry are not particularly hopeful. Manufacturers could never absorb 80 per cent., or even 20 per cent., of the present agricultural population of Japan. And to expect to get the Japanese annual agricultural product raised some 40 per cent. in value, and produced by only one-fifth of the labourers at present employed, is hopeless.

Moreover, for the authorities at least, there is the very disquieting fact that the Japanese peasantry are beginning to be dissatisfied with their condition. To the old generation, perhaps, this remark does not apply. But—and this is certainly immensely to its credit—the Government of the last few decades has been solicitous regarding the education of the youth of the empire. Now, in the remotest country-village has its primary school, and all the village youngsters can read more or less. From their books and the newspapers they learn of a great and splendid world lying beyond the narrow horizon of the fields on which their forefathers have toiled and milled on contentedly from generation to generation. In their text-books they may be told that the farmers are the very basis of the nation; but they are clever enough to perceive that as in industry the farmers are regarded with but scant respect. The youngsters look forward to an easier life; and above all they want to become "distinguished men" and to be treated with respect. Hence many of them now pass on to the Middle School, to the High School, to the University. Crowds of these eager aspirants, after not so much knowledge as distinction, fall by the way at one point or other in the long course that has to be travelled, and never naturally grow up disappointed and embittered men. Then, even those who pass all the numerous examinations often find themselves with an education which they have no opportunity of turning to practical account. Some time ago a writer in the *Yokohama Specimen* estimated that there were some 62,000 or 63,000 "graduates" from the various educational institutions of the empire to be provided with employment. There were 45,000 vacancies. That is, for 17,000 men, apart from manual labour, there is absolutely nothing to do. In five or six years this army of the cultured unemployed would thus reach the enormous total of 100,000 men. One factor that is beginning to intensify and complicate the situation is the employment of women in post-offices, in steamship offices, even on the staff of newspapers, who thereby reduce the prospects of clerical employment for their brethren. In this rapidly increasing army of the semi-educated unemployed there is naturally a keen competition for the few jobs of any other "ism" that might seem to promise relief. It is to men of this sort that the specious fallacies of Karl Marx and the wild promises of Bakunin make an effective appeal. But to consider that the writings of European Socialists and Anarchists are solely responsible for the growth of Socialism in Japan is a mistake. Socialists and Socialistic disturbances were there in Japan years and years before the advent of Marx or Bakunin.

Under Ashikaga Yoshimasa in the fifteenth century Central Japan was valued with Socialistic outbreaks, and the cry for "Equalisation of Property" spread from Kyoto to the Straits of Shimonoseki. It was the economic and social conditions of the age to which this outbreak was due. And the growth of Socialism in modern Japan is due to a whole complex of factors, not the least important being the pressure of the growing population upon the limits of subsistence and the appearance of an army of educated or semi-educated men for whom there is no suitable or congenial employment.

A BROKEN BOILER.

MISHAP ON THE "CHANGSHA."

The Marine Court at Sydney held an inquiry on August 15th into the circumstances connected with a mishap to one of the boilers of the steamer *Changsha*, belonging to the China Steam Navigation Company.

The statement of Mr. Robinson was that on July 13, while the vessel was on a voyage from Hongkong to Melbourne, the combustion chamber crowns and upper portion of the sides of the port main boiler became overheated and the water getting too low in the boiler. The plates were forced upwards and drawn off the supporting stays. Steam rushed through the steam holes into the furnace and out through the furnace doors and asphyxiated into the stokehold, to the imminent danger of the firemen. One boiler was entirely disabled, and the vessel had to come to Sydney at a reduced speed.

The Court, consisting of Judge Backhouse, and Messrs. Berry and Cromack, engineers, as assessors, was asked by the learned counsel for the defence, (1) Was it proper to treat the water level was out of sight above the gauge-glass tops; (2) were the gauge glasses in good order and condition on July 12 and 13, and did the engineers take the proper steps to ascertain if they were; (3) were the gauge glasses tested by what is known as the "double shut-off" at any time, specially was this done before the boiler was blown down on the morning of July 13; (4) was the damage due to low water level and was this brought about by negligence in the use of gauge-glass cocks; (5) if so, and if any of the former four questions are answered in the negative, what blame attaches to any or all of the engineers of the steamship?

Mr. Robinson appeared for the Department of Navigation; Mr. Mosely for the chief and second engineers of the *Changsha*; Mr. Pickburn (instructed by Messrs. Becheg and Simpson) for the third engineer, and after an hour's retirement found that the mishap was caused by the wrongful act of chief engineer, James Edward Runcie, in putting too much water into the boiler in the first instance, and by his default when called in not trying to ascertain more accurately before he left what was the cause of the trouble; and by the wrongful act of the third engineer, Walter Douglas Cullen-Wardlaw, allowing the blow-off cock to remain open too long.

The Court called upon each of the officers named to show cause why their certificates should not be cancelled or suspended.—*Sydney Sun*.

THE PORTUGUESE IN CEYLON.

STORY OF THE REBELLION OF
EDIRIELLE-RAIA.

A romantic and fascinating episode in the history of the Portuguese in Ceylon was related to a large gathering of members of the Ceylon Branch of the Royal Asiatic Society at the Colombo Museum recently. For an hour and a half the audience were kept engrossed in the doings of a determined body of adventurers, who, though guilty at times of the most revolting crimes, command a certain degree of respect by their determination and fearlessness in the face of overwhelming odds.

This was the subject of a paper read by Mr. P. E. Floris, C.S., which dealt with the rebellion of Edirielle-Raia, 1594-1596. Mr. Floris was the incidents of that period in a connected story, replete with thrilling details. He commenced by outlining the position of the Portuguese at the commencement of the rebellion. On October 6th, 1594, Pedro Lopez de Sousa, the Portuguese General, who had left Pedro Adrain Pereira, the Captain of Colombo, at Sitavaka, was defeated and captured at Dantrura. Pereira and his force at once fell back on Fort-Lopez. For four days the Portuguese lay hidden behind the walls of Colombo, expecting a general uprising against them. A few men were received from Mannar, and the number of lascars increased to a thousand, and once more they took heart and ventured out as far as Kaduwela. On the eve of Christmas Don Jeronimo de Azevedo, who had been appointed General, Commander of the West coast, together with Don Sousa, appeared at the fort. The urgency of the situation such that he had been compelled to fall back on Malabar Coast, where he was Captain, in the teeth of the mousoon, and to make his way in rowing boats. One of these was wrecked, but the crew had dragged the artillery overland and joined De Azevedo at Mannar. There was no time to be wasted. On January 1st, 1595, the army, accompanied by Dharmapala in person, set out for the interior. The sympathy of the natives was secured, and proceeded to Kandy, where 200 Portuguese and 2,000 lascars in all. Thence De Azevedo proceeded to Rakgahavatta, and struck terror into the hearts of the inhabitants of the Siyane Korle by the merciless ferocity of the reprisals which he exacted. He moved about the country enslaving and killing, and at one place shot down 120 natives who came to render their submission as an example to his foes. Dharmapala, who had gone back to Colombo, now returned, and filled a small body of Portuguese with Gurbawila, the King and General, and ordered the King and his army to be taken to Sitavaka, which was occupied without resistance. The dilapidated buildings were hastily repaired for the residence of the aged and infirm King, and there he continued while the kingdom was being subdued in his name. Samarakan was again placed in charge of the Districts of Gallo and Matara, Corra of the territories north of Colombo as far as Chiala, while the General himself went on to Manikadawara, a strong fort which was captured and razed to the ground. In the meantime the King had erected a strong fort at Manikadawara and a fort at Ruvanello, the latter being of wood and intended to control the passage over the Koluani and the transport of provisions to the frontiers, as well as of supplies from Deraniyanga, Bulatgama and Hovavisa. Samarakan at the same time began the construction of a fort at Galle, at the very site of the present fort, a work which the King of Spain had been urging for eight years; but before the work was completed he was called away to assist at Dantrura.

Before he started news was sent of the indefatigable Corra had been ordered to march on the whole of that district, storming into-run and burning the houses, and forcing the natives to flee in terror. The King, who was at the time of the attack, fled to the hills, and the Portuguese, finding his way through perilous defiles in dense *makulana* forest, imprisonment, and burning until lack of provisions had compelled him to join the main army. Subsequently the Portuguese suffered a serious reverse at the hands of the Sinhalese, and it became clear that their position was one of the gravest peril. The storm burst on November 17th, when it became known that Domingos Corra had been ordered to march on the whole of that district, storming into-run and burning the houses, and forcing the natives to flee in terror. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and cannot be sent to the Editor's Office. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PERSSE CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

"GESUCHT"

EIN deutscher Buchhalter mit guten Referenzen. Applicationen unter "XX" an die Expedition dieser Zeitung. Hongkong, 9th September, 1911. [1131]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF the Estate of KALOO, late of the TAIKOO DOCKYARD and ENGINEERING COMPANY, LIMITED, Hongkong, Watchman, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 88 of the Probate Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 8th day of October, 1911.

Creditors and Claimants are hereby required to send their claims to the undersigned by the above date.

Dated this 7th day of September, 1911. HUGH A. NISBET, Official Administrator.

DHUNJEEBHAY DORABJEE NOWROJEE, DECEASED.

THE KING EDWARD HOTEL, SALE BY PRIVATE TREATY.

THE Executors of the Estate of the above deceased invite offers for the purchase by private treaty of a going concern of the Hotel business carried on by the above deceased under the style of THE KING EDWARD HOTEL together with the benefit of the Lease of Portions of Royal Buildings dated the 23rd day of October, 1905, for a term of 14 years from the 1st day of September, 1905, and for the further term of 7 years from the expiration of the said term of 14 years at the monthly rent of \$1,716.67 and taxes, which latter amount to \$223.16 per month, and also with the benefit of the Lease of Portions of Princes Buildings dated the 12th day of August, 1909, for the term of 8 years from the 1st day of October, 1909, at the monthly rent of \$1,750 and taxes, which latter amount to \$227.50 per month.

Certain portions of Princes Buildings are underlet at monthly rents amounting to \$1,560.50 inclusive of taxes. Offers for the above should reach the undersigned, from whom any further particulars may be obtained, not later than the 21st day of September, 1911.

The Executors reserve to themselves the right to sell the property by private treaty prior to the above date.

JOHNSON, STOKES & MASTER, Princes Buildings, Ice House Street, Victoria, Hongkong, Solicitors for the Executors of DHUNJEEBHAY DORABJEE NOWROJEE, deceased.

Hongkong, 9th September, 1911. [1133]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"GLENESK."

Captain J. Rafferty, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, 10th day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 8th September, 1911. [1129]

NORDDEUTSCHE LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 a.m.

All Claims must reach us before the 16th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Br. as "Swakopmund" from Africa via Aden.

NORDDEUTSCHE LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 7th September, 1911. [5]

PUBLIC COMPANY

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS

will be held at the Company's Offices, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd September, 1911, both days inclusive.

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 5th September, 1911. [1113]

WANTED

WANTED.

GODOWN, TWO FLOORS, about 2,000 Tons Capacity. Long lease. Please forward offers to—

A. B., Care of "Daily Press" Office, Hongkong, 5th September, 1911. [1111]

SITUATION WANTED.

A Highly Respectable Young JAPANESE WOMAN desires position as Maid or Amah. Skilful needlewoman and has Excellent Recommendations.

Apply—Care of "Daily Press" Office, Hongkong, 5th September, 1911. [1112]

INTIMATIONS

G. R.

VICTORIA BRITISH SCHOOL.

THIS SCHOOL, for the Children of Non-Chinese and Non-European Parents only, RE-OPENS on MONDAY, the 11th inst.

For Particulars, apply—HEADMASTER, Hongkong, 8th September, 1911. [1126]

HONGKONG CLUB.

NOTICE.

THE TWENTYFIFTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES

(1896 issue of the Hongkong Club Payable on SATURDAY, the 30th September, 1911, will be held in the Club House at 11 o'clock, a.m., on THURSDAY, the 14th September, 1911.

Bearers of Debentures are invited to attend the drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 6th September, 1911. [1122]

THE ESTATE OF the late Mr. CHOA CHUNG HOWE, DECEASED.

NOTICE IS HEREBY GIVEN

that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors, failing to send in their Claims in time, do so at their own risk.

CHOA CHOO MOON, Agent for Choa Lim Sze, Administratrix of the above Estate, No. 36, D'Aguiar Street, Hongkong.

Hongkong, 21st August, 1911. [1053]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as Fashionable Article of Jewellery. Mailed direct to you for 10/-.

Write to-day. E. WEINGOTT, Dept. J, Wanganni, New Zealand.

984] BROWN, JONES & Co., 41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from 550 up.

MEMORIALS, new design in stock. Telephone 423.

Hongkong, 1st June, 1911. [776]

AUSTRALIAN BUTTER.

There is Nothing better than the best.

We keep it. Do you want it?

FOUR BRANDS! FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD. [36]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 p.m. every day, commencing from 25th August, for One Month only, owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 25th August, 1911. [1072]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

MUSIC DEPT.

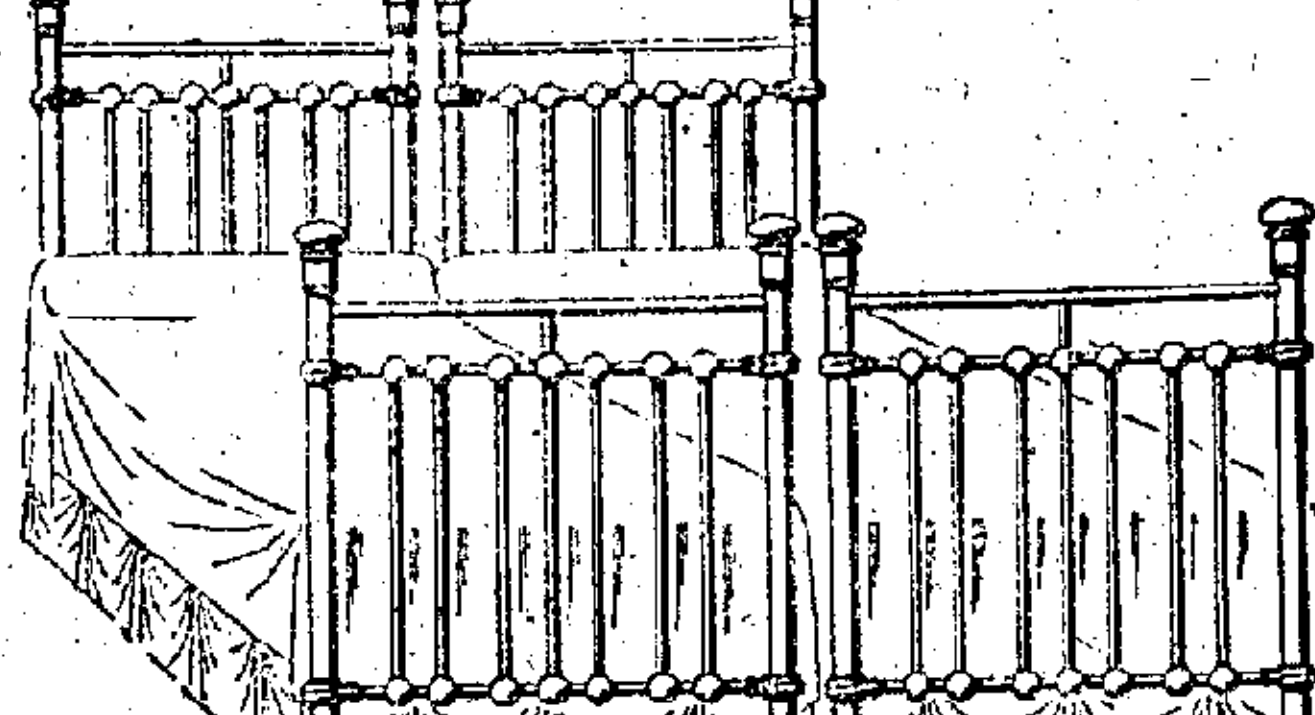
FOR CASH OR EASY TERMS.



BEDSTEAD DEPT.

WHITE ENAMELLED TWIN BEDSTEADS.

THIS PATTERN BRASS MOUNTED, Size 6 ft. 6 in. by 3 ft. 3 in. each. \$70.00 PER PAIR.



LANE, CRAWFORD & CO. [1088]

NOTICES OF FIRMS

NOTICE.

WE, the UNDERSIGNED, have been appointed the SOLE AGENTS for the Sale of "ELLIS CRIMSON PILLS" and "RAPID CURE," manufactured by the STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN and SHANGHAI.

S. D. SETNA & Co., Hongkong, 12th August, 1911. [1019]

NOTICE.

WE have OPENED our OFFICE in HONGKONG for the Sale of "ELLIS CRIMSON PILLS" and "RAPID CURE," and have appointed Messrs. S. D. SETNA & Co. Sole Agents for their Sale in HONGKONG, CANTON, SOUTH CHINA, STRAITS SETTLEMENTS and INDIA.

THE STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN and SHANGHAI.

Hongkong, 12th August, 1911. [1020]

NOTICE.

WE HAVE This Day transferred our Agency in Hongkong and Canton to Messrs. DODWELL & Co., Ltd., who are hereby authorized to Sign as Agents all documents relating to the business of the Company. The Office will continue to be for the time being in Alexandra Buildings.

THE CHINESE ENGINEERING AND MINING COMPANY, LTD. [1093]

Hongkong, 1st September, 1911.

NOTICE.

HAVING This Day been appointed AGENTS for the CHINESE ENGINEERING AND MINING CO., LTD., in Hongkong and Canton, we request that all communications relating to their business be addressed to—DODWELL & Co., Ltd., Agents, Alexandra Buildings, Hongkong, 1st September, 1911. [1094]

NOTICE.

ON the 7th September, the Undersigned will buy off and take over the whole business of Messrs. YUE LOONG SHING, KEE SANG LOONG, and SAM SANG, Preserved Ginger Merchants, of 355, Shanghai Road, Mong Kok, Yau Ma Tei, Kowloon, and also their Canton Branch, YUE LOONG CHAN, including their Trade Mark, all Furniture, Fixtures, deposits for Goods ordered and all interests belonging to the said business, &c., &c.

After having taken over the said business we shall use the same names with an addition of the words "We Keep."

All accounts owed by the said firms and debentures, guarantees against them before the 7th September, shall be settled by Messrs. CHIU SOON YU and LI HOI SANG, their managing partners, or partners themselves.

Customers are hereby informed that their Orders for Goods will receive the same consideration and attention as before.

HOP YICK TONG, Hongkong, 2nd September, 1911. [1105]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 552,000
RESERVE FUND ... 325,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Siam, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under—

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 12 months 4 per cent. per annum.

F. C. MACDONALD, Acting Manager.

Hongkong, 14th July, 1911. [938]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000

RESERVE FUNDS—

STERLING £1,500,000 at 2/—=£15,000,000

SILVER ... £16,750,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS, G. H. MEDHURST, Esq., Chairman.

E. SHELLEIN, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., C. R. LOMAX, Esq., G. BALCH, Esq., A. G. FORBES, Esq., G. FRIEDLAND, Esq., C. S. GUBBY, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 21st August, 1911. [149]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STARR, Chief Manager.

Hongkong, 24th January, 1911. [121]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Paid up Capital Fl. 12,401,050 (£1,033,421). Reserve Fund Fl. 3,262,157,01 (£271,013).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDRING, Manager, No. 8, Des Vaux Road Central, Hongkong, 15th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE: 3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager, Hongkong, 1st May, 1911. [659]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

GEORGE HOGG, Manager, No. 9, Queen's Road Central, Hongkong, 21st February, 1911. [956]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 16,850,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Liao-Yang, Ryojin, London (Port Arthur), Changchun, Lyons, San Francisco, Dairen (Dalny), Nagasaki, Shanghai, Fengtien (Mukden), Newchwang, Tientsin, Hankow, New York, Tientsin, Honolulu, Osaka, Tokyo, Kobe, Peking.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits: For 12 months ... 4 per cent. per annum.

For 6 months ... 3 1/2 per cent. per annum.

For 3 months ... 3 per cent. per annum.

TAKEO TAKAMICHI, Manager, Hongkong, 25th August, 1911. [441]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

ELLIMAN'S Embrocation



"ROYAL" IN THE STABLE.
ELLIMAN'S
for Sprains, Rheumatism, Cuts,
Sprains when forming, Sprung Sin-
ews, Capricious Hocks, Overreaches,
Bruises, Cuts, Broken Rinses, Sore
Shoulders, Sore Throats, Sore Hocks
in Horses, Sprains in Dogs, Cramp
in Birds, etc.

"UNIVERSAL" HUMAN USE.
ELLIMAN'S
for Rheumatism, Sprains, Bruises,
Cuts, Sprains, Sore Throats, Cold,
Nervousness, Cold, Cough at the
Chest, Chronic Bronchitis, Cramp,
Backache, Soreness of Limbs after
Exercise, etc. Elliman's is added to the
Bath is beneficial.

ELLIMAN, SONS & CO., SLOUGH, ENGLAND.

BEFORE ORDERING YOUR DRESSES CONSULT US!
The best guide for Ladies in our First-class Fashion Journals.

LA COUTURIERE, PARISIANE, a monthly Journal with specially chosen styles that are practical, smart and elegant. (Latest models monthly.) Subscription price £1.50 per annum. 54. 10 specimen copy.

LE CHAPEAU, PARISIANE, removed for its new ideas. Millions can save money by making their own models from this Journal. Ten shillings per annum. 54. 10 specimen copy.

EVON TAILLEUR, gives models of distinction of Tailor Made costumes. Published monthly. Subscription price £2.50 per annum. 54. 10 specimen copy.

MODISTE, DRESSMAKERS, for Children and young Ladies' Outfit. The best book of its kind. Three shillings yearly. Subscription price £2.25 per annum. 54. 10 specimen copy.

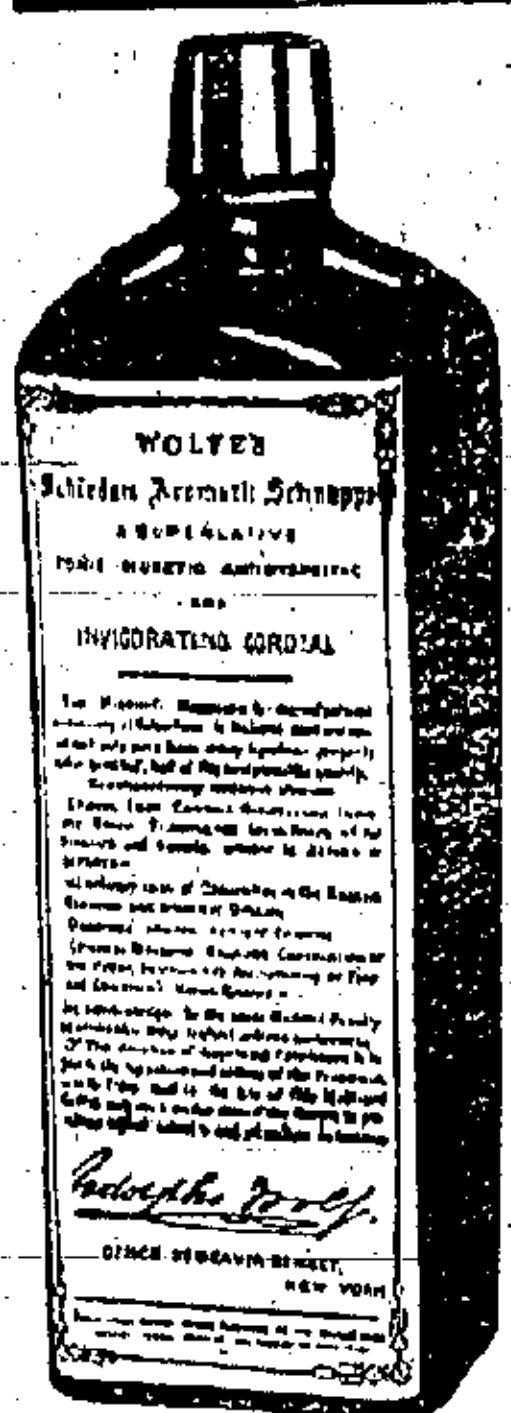
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GRAND CHIC PUBLISHING COMPANY, LTD.,
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MADAME ELITE, SHOPPING BUREAU, GRAND CHIC, 74, NEW BOND STREET, LONDON, W. [1099-2]

Wolfe's Aromatic Schnapps.



A Refreshing and
Exhilarating Drink and
valuable Medicinal
Beverage in all cases of
Malaria, Gravel, Insomnia,
Kidney Troubles, Stone
in Bladder, Urinary
Affections, Colic, Debility,
Stomachic Troubles,
Diarrhoea, &c.

A glass of Wolfe's Schnapps
before meals is an unfailing
appetiser, and a refreshing drink
and pick-me-up at all times.

MacEwen, Frickel & Co.,
Hong Kong, Canton, Macao, Swatow and Amoy.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

DR LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPPEPSIA, NERVE, KIDNEY AND LIVER COMPLAINTS, HASTENING DEBILITY, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Disordered Conditions of the System, caused by "deficiency of the Vital Force."

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above cases with each Bottle.

Sold in Bottles at 4s. 6s. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

AGENTS IN HONGKONG - A. S. WATSON & Co.



HEALTH, STRENGTH & ENERGY

AERIAL LINER.

A LADY'S EXCITING TRIP FROM LONDON TO BRIGHTON.

The story of a remarkable flight with a lady passenger from London to Brighton and back was told to a representative of the *Evening Standard* by Mr. Barber, the well-known aviator, who recently presented several aeroplanes to the War Office. Mr. Barber is the head of the Aeronautical Syndicate. At the offices of the Syndicate the previous Sunday evening, Miss Trevellick Davies, of 11, Portland-place, W., booked a return ticket for an aeroplane passage between Hendon and Brighton. Previously Miss Davies had made several less important cross-country flights on a Valkyrie monoplane.

"We started on Monday," said Mr. Barber. "At 5.55 a.m., I took out the 50 h.p. Gnome Valkyrie racer, and ascended with Miss Davies in a slight breeze. Making only two circuits of the aerodrome, we quickly attained an altitude of 500ft., and punctually at six o'clock passed over the boundary of the flying ground in the direction of Brighton. Before reaching Harrow the wind had considerably increased from the south, and half an hour passed before we arrived over Brooklands track at an altitude of 1,500ft.

Owing to the strong head wind, I deemed it advisable to descend there in order to replenish the petrol tanks. In ten minutes this was accomplished, and, assisted by friendly aviators and mechanics, we at once resumed our journey. An altitude of 1,400ft. was maintained, higher up the wind was found to be very strong, the barometer registering drops of 100ft. in a few seconds.

When in sight of Lancing College and Shoreham Aerodrome the petrol supply was exhausted, owing to a strong head wind, and we made a forced descent near Steyning in a four-acre field surrounded by trees. To descend from such a restricted space is rather difficult, but we succeeded, flying through a gap in the trees with only 3ft. to spare; and in five minutes we landed at the Brighton and Shoreham Aerodrome.

FLYING AT 95 MILES AN HOUR.

The return journey was commenced at 7.56 on Tuesday morning, in spite of a twenty-mile-an-hour wind. At an altitude of 1,000ft. we flew into the clouds, and the wind increased to about thirty-five miles an hour. In ten minutes the Valkyrie was over Hove, and we commenced on the great flight to Brighton. We ascended to an altitude of 87 a.m., having travelled at a speed of about ninety-five miles per hour. Immense interest was shown by thousands of people from the surrounding country.

Half a gale of wind blew all day, and it only calmed down towards 8 p.m., when I decided to give a demonstration. A charge of 6d. and 3d. was made, and about 6,000 people awaited themselves of this opportunity of examining the aeroplane, and witnessing a flight at an altitude of 2,000ft. The proceeds were given to the local ecclésiastical hospital.

Miss Davies and myself were most hospitably entertained by Mr. C. J. Lucas, of Warnham Court. At dawn of Wednesday I flew the machine from the Golf Links to Warnham Court, and alighted on the lawn immediately in front of the house to pick up my passenger. Thus Miss Davies suffered no more inconvenience than had her motor driven up to the front door.

Once more a somewhat difficult ascent was successfully accomplished, sharp right and left-hand turns being necessary to pass between the trees. Clouds were flying low, and a fresh breeze was blowing, but the Valkyrie flew with great steadiness. We were, however, unable to ascend to a greater altitude than 800 feet owing to the mist.

NON-STOP PASSAGE.

In spite of the adverse conditions, we made a non-stop flight to Houdon, arriving at 6.10 a.m. On alighting Miss Davies was more enthusiastic than ever. The greater part of the trip had been made in a high wind, but nothing daunted, Miss Davies expressed her desire to make a Continental tour on the Valkyrie machine. So much mist was encountered on my flight compass, which carried me on the direct route throughout. One striking feature of the trip was the remarkable enthusiasm and kindness shown by the Sussex people in lending their assistance whenever possible.

CHINATOWN IN SAN FRANCISCO.

THE GAMBLING EVILS.

The *San Francisco Chronicle* of the 5th ult. contains the following:-

Declaring that he would not stand for any wide-open gambling such as has been indulged in throughout the Oriental quarter for the past four weeks, Sergeant of Police Birdsell, in charge of the Chinatown squad, last night ordered his men to close every one of the so-called "social clubs" where the highest form of relaxation is expressed in "pie-pow" and "fan-tan." As a consequence of Birdsell's action the only clubs operating in Chinatown last night were the five places which are running under injunctions granted by Superior Court Judges.

While it is generally understood throughout Chinatown that Birdsell is in earnest in his declaration that he would not be made the "goat" in case of trouble arising, and that his action in closing the "clubs" was taken because he desired to be relieved of duty in that section, it was also whispered that dissensions among the persons who have been obtaining a liberal take-off from the various games is largely responsible for the sudden stoppage of gambling. It has been known for some time that a number of the legal fraternity have been claiming a share of the proceeds on the ground that they obtained the lifting of the "hid," while others, who felt that they were entitled to consideration, were left out in the cold.

Since the death by shooting of Jew Sing, the self-styled "Mayor of Chinatown," many have tried to seize the reins of power. Pong You Kiah was said to have acted as co-between for certain of the clubs, but Pong hastily sought obscurity a couple of weeks ago when he heard that an investigation of his connection with the reputed selling of gambling concessions was to be started.

Wong Yoo, who has for years wielded much power in the Oriental quarter, and who is said to have control of a number of gambling clubs, is now the reputed head of the syndicate which is supposed to have the mastery of the situation, but with so many claiming leadership and not "delivering the goods" the Chinese are rather at sea.

Just what permanent effect Birdsell's action will have is a matter of doubt. The concession, however, is that a new sergeant will have charge of the Chinatown squad within forty-eight hours.

This from the *Call*:—
The payment of \$500 by the Sney Sing tong to the Bing Kong tong has made restitution for the killing of Jew Sing, who was fatally shot in a Jackson-street lodging-house last month, and prevented a war between the two tongs. The money was paid last night at a joint meeting of the two societies held at the headquarters of the Chinese Six companies. An agreement was

REGULARITY OF THE BOWELS

The First Line of Defence against Ill-Health.

Only about one man or woman in a hundred is perfectly healthy. The other 99 have some digestive trouble, and perhaps more than 50 per cent of these could trace their trouble to that prevalent evil—constipation. It is a simple thing of itself, but like many simple things, it may grow and become complicated. Constipation is the root of nine-tenths of the sickness of man, and a large proportion of the sickness of women. Nature often requires a little assistance, and if this assistance is given at the first indication much distress and suffering may be averted. To maintain a healthy system the bowels should operate at least once every 24 hours. This is one of Nature's wise provisions which is too often ignored, and the result is untold suffering. Women and children are the greatest offenders, but why such should be the case is a problem to be solved. Dr. Morse's Indian Root Pills are a remedy which, taken at the first indication, assist Nature to restore the system to health and strength, and avert the development of disease. Every ailment is the effort of Nature to get rid of some impurity in the system, and the object of medical treatment is to assist Nature in doing so. Dr. Morse's Indian Root Pills do this surely and thoroughly. To overcome constipation take one to four Pills regularly until the Bowels move daily, and are restored to healthy action.

DR. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy, placed on the market at a price within the reach of all. The Pills being sugar coated, are pleasant to take, and retain their full medicinal properties. They are packed in a number of coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK Co., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

They do not Weaken. They do not Sicken. They do not Grip.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

A Convincing Experiment

Dr. Sabouraud, of the Pasteur Institute, Paris, France, inoculated a rabbit with human dandruff germs, and "in between five and six weeks," says the official report of the Pasteur Institute, "the rabbit was completely denuded, in fact it had become entirely bald."

This experiment proves that dandruff is a contagious disease due to the presence of a microbe growth in the sebaceous glands of the scalp. It also proves that unless the formation of dandruff is stopped—by destroying the dandruff germ—that it will lead to falling hair and incurable baldness.



NEWBRO'S HERPICIDE

Is the ORIGINAL remedy that kills the dandruff germ, and its success in the treatment of dandruff, itching scalp and falling hair is oftentimes little short of marvellous. Send for booklet.

AT DRUG STORES.—Send 10 Cents in Stamps to The HERPICIDE Co., Dept. N., Detroit, Mich., for a Sample.

BE SURE YOU GET HERPICIDE.

A. S. WATSON & CO.

SPECIAL AGENTS.

[307-3]

signed and placed with the Chinese Consul. The violation of its provisions means summary punishment for the relatives in China and ostracism in Chinatown. The Bing Kongs reserve the right to prosecute the four Sney Sing men suspected of the crime, as it was an unofficial murder and not sanctioned by their society.

THE FORTIFICATION OF THE PANAMA CANAL.

The work of levelling the sites for the fortifications of the Panama Canal began on August 8th. Congress has appropriated \$3,000,000 (\$200,000) out of the \$12,000,000 which is estimated to be necessary to carry out the project. It has been decided to entrust the work to the Canal Commission and the large force of men employed by it, Colonel Goethals, chief engineer of the canal, being authorized to assume charge of all the operations, under instructions from General Wood, Chief of Staff of the Army and President of the Canal Defence Board. While the plans are not yet quite complete, it is expected that the canal itself and the fortifications will be finished at the same date—January 1, 1915.

Six sites have been selected for the fortifications. Four of these are upon islands at the Pacific entrance to the canal and the other two are on the points opposite Cristobal and Colon. The question of the number and calibre of the guns to be mounted is still under consideration, but nothing less than 12in. calibre will be used (for the mortars), while 14in., and possibly 16in., guns will constitute the rest of the armament. According to the *San*, the plan tentatively adopted calls for at least 24 12in. mortars, placed in six batteries of four, disappearing guns, or one battery of 16in. guns at each of the six sites. The scheme will be submitted to the President within a few days.

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."—*British Weekly*.

"Far superior to ordinary guides."—*Daily Chronicle*.

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DARLINGTON'S

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"Particularly good."—*Academy*
AND BY E. C. COOK and Enlarged Edition
BY E. T. COOK, M.A.

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60 Illustrations,
10 Illustrations,
10 Maps 5s.

DEVON AND CORNWALL.
80 Illustrations.
12 Maps; 5s.

Visitors to Brighton, Eastbourne Hastings Bournemouth, Wye Valley, Savern Valley, Bath, Weston-super-mare, Malvern, Hereford Worcester, Gloucester, Llandrindod Wells, Llangollen, Aberystwyth, Towy, Barnmouth, Dolgelly, Harlech, Criccieth, Pwllheli, Llandudno Rhyl, Bettws-y-coed, Isle of Wight and Channel Islands should send for DARLINGTON'S HANDBOOKS 1s. each.

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DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.
Telephone 126
Hongkong, 27th January, 1910. [1165]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [473]

報新外中港香

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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
**VANCOUVER, B.C., SEATTLE &
 PORTLAND (Or.),**
 VIA
SHANGHAI AND JAPANESE PORTS.
 CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
 OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	3rd October.
LUCIFIC	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilhemson	19th November.

To be followed by other Steamers of the Company at regular intervals.
 Calling at AMOY and KEELUNG if sufficient inducement offers.
 The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
 Special Parcel Express to America and Canadian Ports.
 For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
 KING'S BUILDING, PRAYA CENTRAL.
 TELEPHONE No. 780.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. FROM COLOMBO: 5th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
 (MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE. Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG: Frequent Sailings. FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
 (MANAGING AGENTS).

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.
 S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
 (MANAGING AGENTS).

Hongkong, 28th August, 1911.

U.S. MAIL LINE.
 PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	

All Steamers are Equipped with Wireless Telegraphy.
 The P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 30th September, at 1 P.M.
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
 To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Offices in the Services of the Government of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S.P.H. and M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls, stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
 CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
 The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.
 On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.
 SALOON SERVICE is furnished at Intermediate Rates.
 FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.
 FARES, HONGKONG TO LONDON via New York " " " £25.
 HONGKONG TO SAN FRANCISCO
 Through Bills of Lading issued to Japan, North, Central and South American Ports.
 For further information as to Passage and Freight, apply to the Agency of the Companies.
FRED J. HALTON, AGENT.

SHIPPING IN PORT.

STEAMERS
BRAND, Norwegian str., 1,519, M. Evensen, 6th Sept.—Manila 3rd Sept. Ballast—Asgard.
Thoresen & Co.
CAPRI, Italian str., 2,680, P. Figari, 5th Sept.—Bombay and Singapore 30th August.
General—Carlson & Co.
CHONGKING, British str., 1,259, V. Liddell, 21st Aug.—Tientsin and Ports 13th Aug.
General—Jardine, Matheson & Co.
CHILDAR, Norwegian str., 1,102, H. Nilssen, 4th Sept.—Bangkok 26th Aug. and Holm 3rd Sept.
General—Thoresen & Co.
CHIYO MARU, Japanese str., 13,425, W. W. Greene, 5th Sept.—San Francisco 9th Aug.
General—Toyo Kisen Kaisha.
COWAN, British str., 3,155, W. Jackson, 2nd Sept.—San Francisco and Yokohama 24th August, Bulk Oil—Asiatic Petroleum & Co.
CURONNA, Russian str., 2,949, J. Laredel, 5th Sept.—Singapore 31st Aug. General.
DAIGO MARU, Japanese str., 846, H. Miyahara, 6th Sept.—Tientsin, Amoy and Swatow 5th Sept.
General—Otsuka Shosen Kaisha.
DEV OF OCHI, British str., 2,521, A. White, 7th Sept.—Wardstock 24th August, General—Mitsui Bishi.
DRUTAR, Norwegian str., 1,102, J. Binz, 17th August—Bangkok 9th and Swatow 16th August, General—Kin Tay Loong.
FEL, Norwegian str., 863, C. Wagie, 4th Sept.—Chetoo 28th August, Beans and General—Asgard, Thoresen & Co.
GERMANIA, German str., 1,704, Frandsen, 28th August—Hongay 26th August, Coal—Jensen & Co.
GERMANIA, German str., 600, C. Sedran, 30th August—Sydney via Islands 15th Feb.
General—Siemssen & Co.
HAVER, Norwegian str., 1,066, C. Andersen, 7th Sept.—Bangkok and Holm 6th Sept.
General—Asgard, Thoresen & Co.
INADA MARU, Japanese str., 3,837, S. Tomina, 4th Sept.—Shanghai 31st August, Coal, Flour and General—Nippon Yusen Kaisha.
JOHANN, German str., 952, M. Tjeld, 6th Sept.—Swatow 5th Sept. General—Jensen & Co.
KOHICRANG, German str., 1,292, C. Rosiefsky, 1st September—Bangkok 23rd August, Rice and Timber—Butterfield & Swire.
KWANGLO, Chinese str., 1,648, Pratt, 5th September—Shanghai 3rd Sept. General—C. M. S. N. Co.
KWONGSANG, British str., 1,956, W. F. Richard, 7th Sept.—Shanghai 1st and Swatow 6th Sept. General—Jardine, Matheson & Co.
LAERTES, British str., 1,340, C. E. Para, 7th Sept.—Saigon 3rd Sept. Rice and General—Wo Fat Sing.
LARGO LAY, British str., 2,541, R. E. Kellott, 5th September—Guaymas 2nd August, Coal—Bee Hok Fong.
LOONGKANG, British str., 1,093, G. W. G. Leask, 5th Sept.—Manila 2nd September, Hemp—Jardine, Matheson & Co.
LOOSKE, German str., 1,189, W. Taubert, 3rd Sept.—Kohishan and Howhow 2nd Sept. Rice and Wood—Butterfield & Swire.
MANSHU MARU, Japanese str., 5,249, M. Fujiyashiki, 5th Sept.—Manila 1st Sept.
MARIE, German str., 1,169, H. Schlatter, 2nd Sept.—Saigon 30th August, Rice—Jensen & Co.
MERIAN, French str., 4,678, Vidal, 5th Sept.—Shanghai 29th Aug. General—Messageries Maritimes.
NORD, British str., 1,143, E. Jones, 5th Sept.—Focchow 3rd Sept., Kerosene oil—Asiatic Petroleum & Co.
PHEUMEN, British str., 1,056, Jas. Scott, 31st August—Saigon 27th August, Rice and General—Wo Fat Sing.
RUBI, American str., 1,408, S. A. Crosby, 7th Sept.—Manila 4th Sept. General—Shewan, Tomes & Co.
SAINT PATRICK, British str., 2,694, 7th Sept.—Port Swettenham 31st August, General—Dodwell & Co.
SUNANG, British str., 1,776, M. Pinknell, 3rd Sept.—Wakamatsu 25th and Moji 26th Aug. Coal—Jardine, Matheson & Co.
SECHUEN, British str., 1,142, Jones, 5th Sept.—Hongay 3rd Sept. Coal—Butterfield & Swire.
TIPANAS, Dutch str., 1,234, S. Olmshammer, 6th Sept.—Java, ports 20th Aug. General Java-China Japan Lijn.
TRINITY, German str., 1,002, Backler, 1st Sept.—Wakamatsu 26th August, Coal—Butterfield & Swire.
TSUBIGIRAN MARU, Japanese str., 2,589, S. Watanabe, 6th Sept.—Mitake 31st August, Coal—Mitake Bussan Kaisha.
YARSHING, British str., 1,421, E. J. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.

SAILING VESSEL.

ECLIPSE 4-masted barque, 2,996, Jam., White, 12th May—New York 20th Jan. Kerosene Oil—Standard Oil Co.

STEAMERS PASSED THE CANAL.

August 1st—Antiochus, Bevenue, Bulow, Copenhagen. 4th—Aganawon, St. Maria, Austria, Copenhagen. 8th—St. Patrick, 8th—Svea, 11th—Slavonia, Thessa, Tranquebar, Delayed through matulation, Tandalia, 15th—Bendalar, Nubia, Palma, 18th—Mishima Maru, Sydney, Tolomachus, 22nd—Belgravia, Denbighshire, Matoppo, Mendana, Swatara, Glenfarg, Senegambia, Lovat, 25th—Seneca, Siana, Athens, 29th—Calcha, Candia, Silvia, Simla, Yangtze, Sept. 1st—Dardanus, Derflinger, Glavous, Kapa Maru, Kitano Maru, Lucknow, Poonia, Sachsen, Tener, Tonkin, 5th—Bayera, Bendorin, Bonhomond, China, Flintshire, Montrose, Spezia, Suruga.

ARRIVALS AT HOME.

Sept. 5th—Konongsi, Stentor.

HOW AMBROSIA'S LIFE WAS SAVED.

TOLD BY THE REVEREND MOTHER SUPERIOR OF JAFFNA CONVENT, CEYLON.

"About nine months ago we admitted to the Convent a little orphan girl whom we christened Ambrosia," said the Reverend Mother Superior of Jaffna Convent, Ceylon, recently, and I may say, starvation had told so heavily upon her that our physician did not expect her to live; it really made our hearts ache to see the little emaciated child hovering between life and death. At night she had to be watched all the time, for her weakness was so acute that she could not be left. Her sleep was fitful and disturbed, and in broken pillow strains she told us how her and vomited which followed made her even more exhausted. It was when her HEAD PRESENTLY ACHED. Our doctor prescribed various medicines for her, but she received only the most nourishing food, but her stomach was so weak that she could not retain what she ate, and the vomiting which followed made her even more exhausted. It was when her HEAD PRESENTLY ACHED. 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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	RAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. H. W. A. Clark, R.N.R. SUMATRA Capt. W. R. Lo Mare, R.N.R.	Daylight 10th Sept. About 21st Sept.	Freight only. Freight and Passage.	
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 16th Sept.	See Special Advertisement	
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R. DELHI Capt. H. S. Bradshaw	About 14th Sept. About 23rd Sept.	Freight and Passage. Freight and Passage.	
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.	

For Further Particulars apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th September, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO	RAIL	REMARKS
NINGPO and CHINKIANG	KALGAN	On 9th Sept., 4 P.M.	On 9th Sept., 4 P.M.	
SHANGHAI	LINAN	On 9th Sept., 4 P.M.	On 9th Sept., 4 P.M.	
HAIPHONG	SINGAN	On 12th Sept., Daylight.	On 12th Sept., Daylight.	
MANILA, CEBU and LOILO	KANGONG	On 12th Sept., 4 P.M.	On 12th Sept., 4 P.M.	
CHEFOO and NEWCHOW	NANCHANG	On 13th Sept., 4 P.M.	On 13th Sept., 4 P.M.	
SHANGHAI	CHINHUA	On 14th Sept., 4 P.M.	On 14th Sept., 4 P.M.	
WEIHAIWEI	HUICHOW	On 19th Sept., 4 P.M.	On 19th Sept., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
REDUCED FARES: SINGLE \$15, RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 9th September, 1911.

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 20th Sept.	S.S. ALESIA ... 14th Sept.
S.S. DAYBEN ... 6th Oct.	For HAVRE, ROTTERDAM & HAMBURG:
S.S. ARCADIA ... 18th Oct.	S.S. PREUSSEN ... 19th Sept.
S.S. SLAVONIA ... 3rd Nov.	For HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 16th Nov.	S.S. RHEINFELS ... 29th Sept.
S.S. SPEZIA ... 2nd Dec.	For ROTTERDAM & HAMBURG:
	S.S. FURST BULOW ... 7th Oct.
	For HAVRE & HAMBURG:
	S.S. SUEVIA ... 13th Oct.
	For HAVRE, BREMEN & HAMBURG:
	S.S. SENEGAMBIA ... 25th Oct.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 9th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING.
"HAIYANG" ...	Capt. J. S. Roach	MONDAY, 11th Sept., at 1 P.M.
"HAIYANG" ...	Capt. J. W. Evans	FRIDAY, 15th Sept., at 1 P.M.

For SWATOW AND RETURN.
(Occupying 3 Days).
"HAIYANG" ... Capt. J. W. Evans ... TUESDAY, 12th Sept., at 1 P.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAPEAUX & Co.,
GENERAL MANAGERS.
Hongkong, 7th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO	RAIL	REMARKS
MANILA	"LOONGSANG"	Saturday, 9th Sept., 2 P.M.	Saturday, 9th Sept., 2 P.M.	
SHANGHAI via NINGPO	"KWONGSANG"	Tuesday, 12th Sept., Noon.	Tuesday, 12th Sept., Noon.	
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Friday, 15th Sept., Noon.	Friday, 15th Sept., Noon.	
SHANGHAI	"CHOYSEANG"	Saturday, 16th Sept., 2 P.M.	Saturday, 16th Sept., 2 P.M.	
MANILA	"YUENSEANG"	Monday, 18th Sept., Noon.	Monday, 18th Sept., Noon.	
SANDAKAN	"MAUSEANG"	Monday, 18th Sept., Noon.	Monday, 18th Sept., Noon.	

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).
The Steamers "KUTANG," "NAMANG" and "ROKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moit to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yantai, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
Taking Cargo on Through Bills of Lading to Kuantan, Labuan, Simpona, Tawau, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 9th September, 1911.

TOYO KISEN KAISHA IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.
Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

Triple Screws, turbine engines. Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.
(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 13th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG: £71.10.0.
To LONDON ... £71.10.0.
To VALPARAISO ... £71.10.0.
SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.
TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.
TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).
(These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.)
"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU" "CANADA MARU"	6,064 6,064	SATURDAY, 16th Sept., at 11 A.M. TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 10th Sept., at 10 A.M.
TAKAO and ANPING via SWATOW and AMOY	"SOSHU MARU"	TUESDAY, 12th Sept., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 13th Sept., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings
S. HIROI,
MANAGER
772-7781

EST ASIATIQUE FRANCAIS MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM
TONKIN
in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.
(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.
For Passage and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	Tons	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara KAMO MARU Capt. F. L. Sommer AKI MARU Capt. K. Homma	8,000 9,000 7,000	WEDNESDAY, 13th Sept., at Daylight. WEDNESDAY 27th Sept., at Daylight. WEDNESDAY 11th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 7th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SINABA MARU Capt. S. Tominaga STAMBA MARU Capt. K. Noda	7,000 7,000	TUESDAY, 12th Sept., at 4 P.M. TUESDAY, 10th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yari KUMANO MARU Capt. M. Winkler	5,000 7,000	FRIDAY, 29th Sept., at Noon. FRIDAY, 1st Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. K. Soyada	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 27th Sept., at Noon.
KOBE and YOKOHAMA	NISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 14th Sept., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 19th Sept.

Omitting Keelung and Shimizu.
Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE AND CALCUTTA.

Regular Service (once in every 15 days)
From KOBE to CALCUTTA, CALLING at HONGKONG, SINGAPORE, PENANG
and RANGOON.
The First Steamer to sail from Hongkong—
"JINSEN MARU," Tons 3,782, on SEPTEMBER 26th.

CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.
For Further Information, apply to—
T. KUSUMOTO, MANAGER.
1061-14-40]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.						
STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACE DONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALWA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those who BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
FARES TO LONDON: £106.14 RETURN.
1st SALOON £43.88
2nd " £23.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
Steamer	Tonnage	about
NYANZA	7000	February 7
NILE	7000	March 6
SUBA	6000	April 5
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAVAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.
FARES TO LONDON:
1st SALOON £55.0 SINGLE, £22.10 RETURN.
2nd " £38.10 " £27.4 " "
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.
1086]

